

# Aviation Planning

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**The Long Range Regional Aviation Plan outlines a future airport system that is decentralized. Since its adoption in April, work has begun on implementation. Planned studies will further inform and guide decision-makers on the steps that must be taken to give the strategy flight.**

## Looking Ahead to 2030

In April, 2004, the Regional Council of SCAG adopted the 2004 Regional Transportation Plan (RTP) and with it the important component known as the Regional Aviation Plan. This Plan was developed over the past two years through the efforts of an assembled team of stakeholders who formed a specialized Aviation Task Force. The team, including airport managers, airline representatives and elected officials from across the region, shared information and insights and debated strategic alternatives leading to the Plan's final recommendations. The Plan sets its sights on the year 2030, when forecasts predict the region will need to accommodate 170 million passengers and nearly nine million tons of air cargo annually.

## Decentralized System

To handle this increase in demand, the Plan focuses on the development of suburban airports in the Inland Empire and High Desert. Specifically, the Plan envisions Ontario and Palmdale joining LAX on the list of major International Airports. Facilitating this transition to decentralization will be a new regional management system to coordinate new airline routes, the introduction of new planes such as the super-jumbo A380, and a magnetic levitation high speed train system connecting the airports and activity centers.

## Plan Implementation

SCAG has begun initial planning for implementation of the Plan. A study to research and define alternative aviation authority structures across the nation and the world is at the top of the list. Study results will help guide decision-makers in the best way to make this plan a reality.

## The Ground Access Factor

Getting in and out of airports is frequently frustrating and time consuming. The new Aviation Plan identifies arterial and surface street access bottlenecks and outlines the improvements and budgets needed to alleviate congestion.

## Recent Trends

Each year SCAG compiles aviation statistics from the six major commercial airports in the Region. In 2003, the Region handled a total of 78.9 Million Annual Passengers (MAP), an increase of 1.4% over 2002, but still well below pre-9/11 figures. Air cargo increased 3.3% over 2002. The smaller urban airports, including Long Beach, Bob Hope and John Wayne, continued to show a quicker recovery than LAX.

For more information contact Rich Macias at 213.236.1805 or [macias@scag.ca.gov](mailto:macias@scag.ca.gov).

Or visit this website:  
**[www.scag.ca.gov](http://www.scag.ca.gov)**